

File 14

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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1. The Rumanian government neither owned, chartered, nor had any financial interest in non-Communist flag merchant ships. There may have been plans to purchase merchant ships from the West, but, if so, nothing had been accomplished in that direction. In 1950 Rumania invited foreign bids, but by early 1954 not one ship had been purchased. the invitation was only a propaganda trick.

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2. The entire Rumanian merchant marine consisted of 10 vessels all flying the Rumanian flag. However, only two of them were owned by Rumania, and both of these were antiques. The rest were loaned to Rumania by the USSR on the basis of "participation of Soviet capital in Rumanian capital" through SOVROMTRANSPORT. The loan of these ships was considered compensation for Soviet use of the Rumanian river fleet barges. The vessels were all manned by Rumanians. Some of the seamen were Moldavians. There were no Soviet seamen.

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Rumanian

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merchant ships were not fitted for future addition of guns. The TRANSYLVANIA originally had gun emplacements fore and aft under the main deck, but nobody knew where the guns were located.

3. In 1953 ships under the Rumanian flag were transporting cereals, glass, chemical products, caustic soda, talc, petroleum, and lumber from Rumania to Mediterranean and Western ports and carrying direct to Constanta, Rumania, special steel, pipes, steel plates, rails, and steel wire from Antwerp, cotton and citrus fruit from Alexandria and Beirut, and tobacco and old copper articles from Istanbul and Smyrna.
4. Rumania had no marine commerce with Bulgaria. Bulgaria's main commerce was with the Soviets. SOVROMTRANSPORT ships were used to transport Bulgarian bauxite and pyrites to Novorossiisk and Peti, and Bulgarian tobacco and marmalade to Odessa.
5. [] ship sailed to Albania 10 times over a six-month period in 1951. [] not [] any arms or ammunition delivered there. Whatever arms they had at Durazzo were obsolete German and Italian types, and the gun emplacements there had old-type cannon and batteries. The Albanian-Rumanian trade at that time was small, about 5-6,000 tons monthly, and consisted of Rumanian exports to Albania of cereals, cement, lumber, some machine oil, and imports from Albania of bitumen, fruits, and wool. The Soviets exported the same type of goods to Albania, as well as industrial machines, and imported the same articles as Rumania. [] all cargo manifests recorded this trade accurately, although [] no experience with Soviet cargo manifests.
6. [] not aware of any Mediterranean ports being used as transshipment ports for shipment of Western goods to the Communist bloc. [] no Rumanian imports transhipped to Communist China. [] however, Czechoslovak and Polish goods, and also Hungarian products, were transhipped in Constanta in 1953 to two Polish ships and one Finnish ship of about 15,000 gross tons and 8,000 dwt. tons. The cargo consisted of automobiles, trucks, buses, and tractors. [] marking on the packing cases which read "Transit Constanta-China". In September 1953 one of the Polish ships was captured near Formosa and [] deliveries stopped after that. Another reason for the stoppage of these shipments was the fact that Aden was the only refueling station and in November or December 1953 the ships were refused permission to refuel there, according to TEODORESCU and CACIULIANU, in the Bureau of Exploitation (Biroul de Exploatare) of SOVROMTRANSPORT []
7. [] the USSR concluded a trade pact with Great Britain in 1952 on the basis of which it chartered ships of English, Greek, Panamanian, and Italian origin. There were two kinds of charters: the Protona Charter and the Lobson Charter. [] the USSR paid for the transportation of goods by these chartered ships far above the market price for cargo transportation. These ships carried to England from the USSR mostly cereals and rice, petroleum, and lumber. The ships then left empty for Antwerp, where they loaded RR rails, steel plates, small pipes (possibly zinc).

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